

**GOVERNMENT OF INDIA**  
**MINISTRY OF CIVIL AVIATION**  
**Lok Sabha**  
**UNSTARRED QUESTION NO. : 2064**  
**( TO BE ANSWERED ON THE 28th July 2022 )**  
**HIGH AIR FARE IN GULF-KERELA SECTOR**

**2064. SHRI RAJMOHAN UNNITHAN**

**Will the Minister of CIVIL AVIATION**

**be pleased to state:-**

**(a) whether the Government is aware that airfare from Gulf countries to Kerala and other parts of India is continuously increasing from Rs 10,000 to 70,000 during post-Covid time and if so, the details thereof and the reasons therefor;**

**(b) whether the Government has taken any steps to subsidise airfare for people coming to Kerala from Gulf countries and if so, the details thereof; and**

**(c) whether the Government proposes to regulate these hikes in fare as was in pre-covid, for the passengers, if so, the details thereof and if not, the reasons thereof?**

**ANSWER**

**Minister of CIVIL AVIATION (Shri Jyotiraditya M&#46; Scindia)**

**(a) The Government has received few references regarding airfares in the Gulf sector from Hon'ble Members of Parliament and from the Government of Kerala. The present rise in airfares can be attributed to four fold rise in cost of Aviation Turbine Fuel (ATF) since pre-covid period, seasonal demand and minor reduction in airline deployed capacity mainly at Thiruvananthapuram airport.**

**;**

**(b) and (c) After deregulation of airline sector, the airfare is market driven and is neither established nor regulated by the Government. Air ticket prices generally vary depending upon the market forces.**

**Airline pricing runs in multiple levels {buckets or Reservation Booking Designator (RBDs)} which are in line with the practice being followed globally. Due to dynamic fare pricing, the tickets bought in advance are much cheaper than those purchased near the date of travel. ;**

**The airlines are free to fix reasonable tariffs under the provisions of sub-rule (1) of Rule 135 of the Aircraft Rules, 1937 having regard to all relevant factors, including cost of operation, characteristics of services, reasonable profit and the generally prevailing tariff. There is no proposal with the Government for regulation of airfares on international sectors.**

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